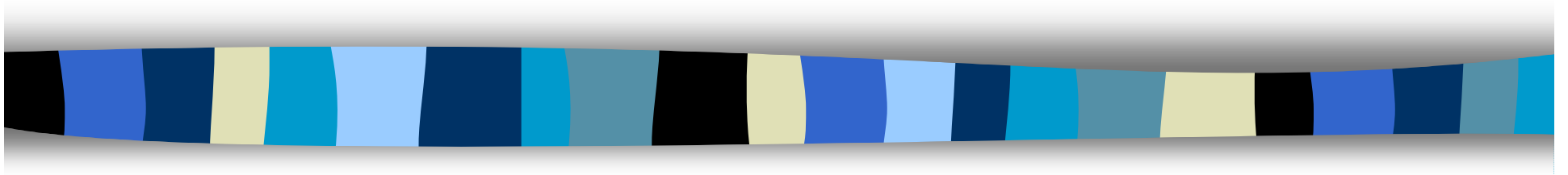


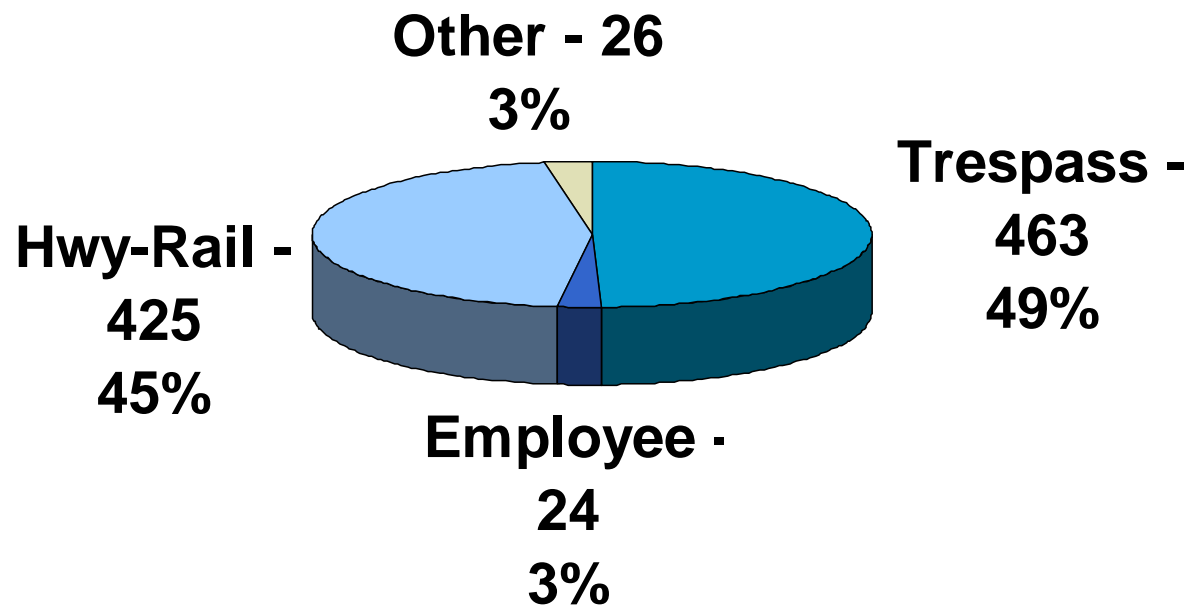
# Crossing Safety & Trespass Prevention Update



RSAC

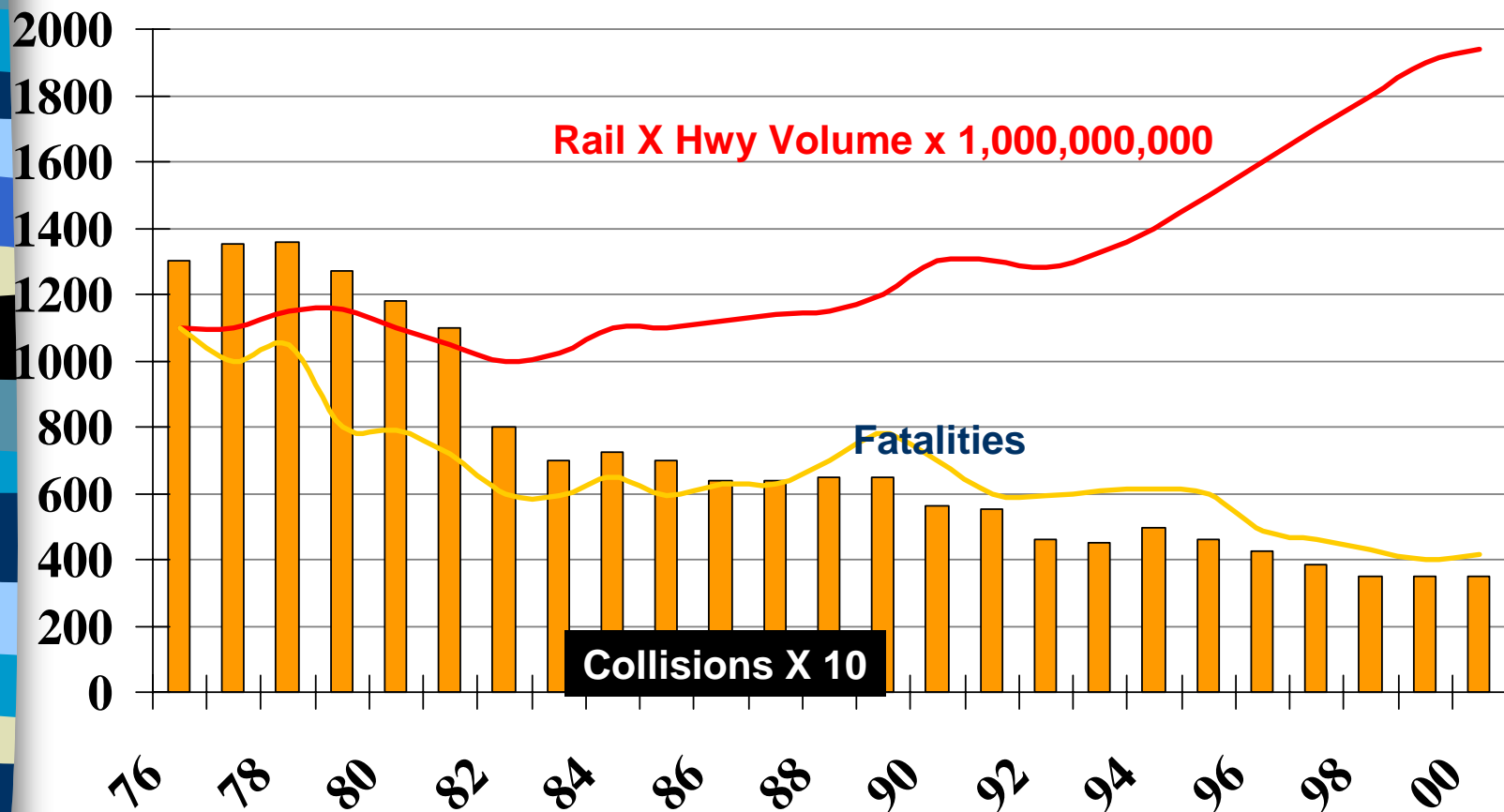
February 13, 2002

# Rail Fatalities in 2000



# Crossing Collision History

## 1976 - 2000



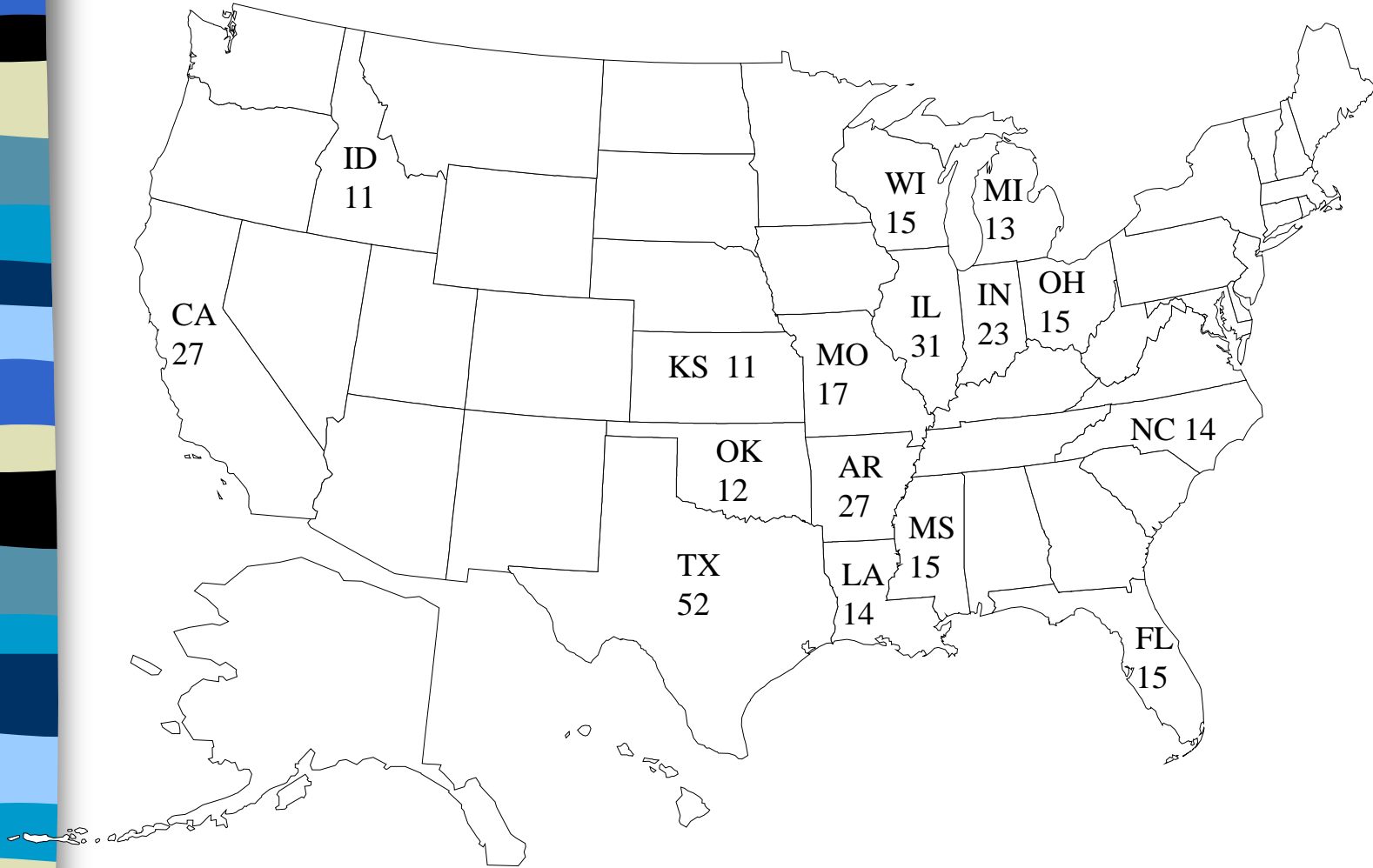


# Where Collisions Occur

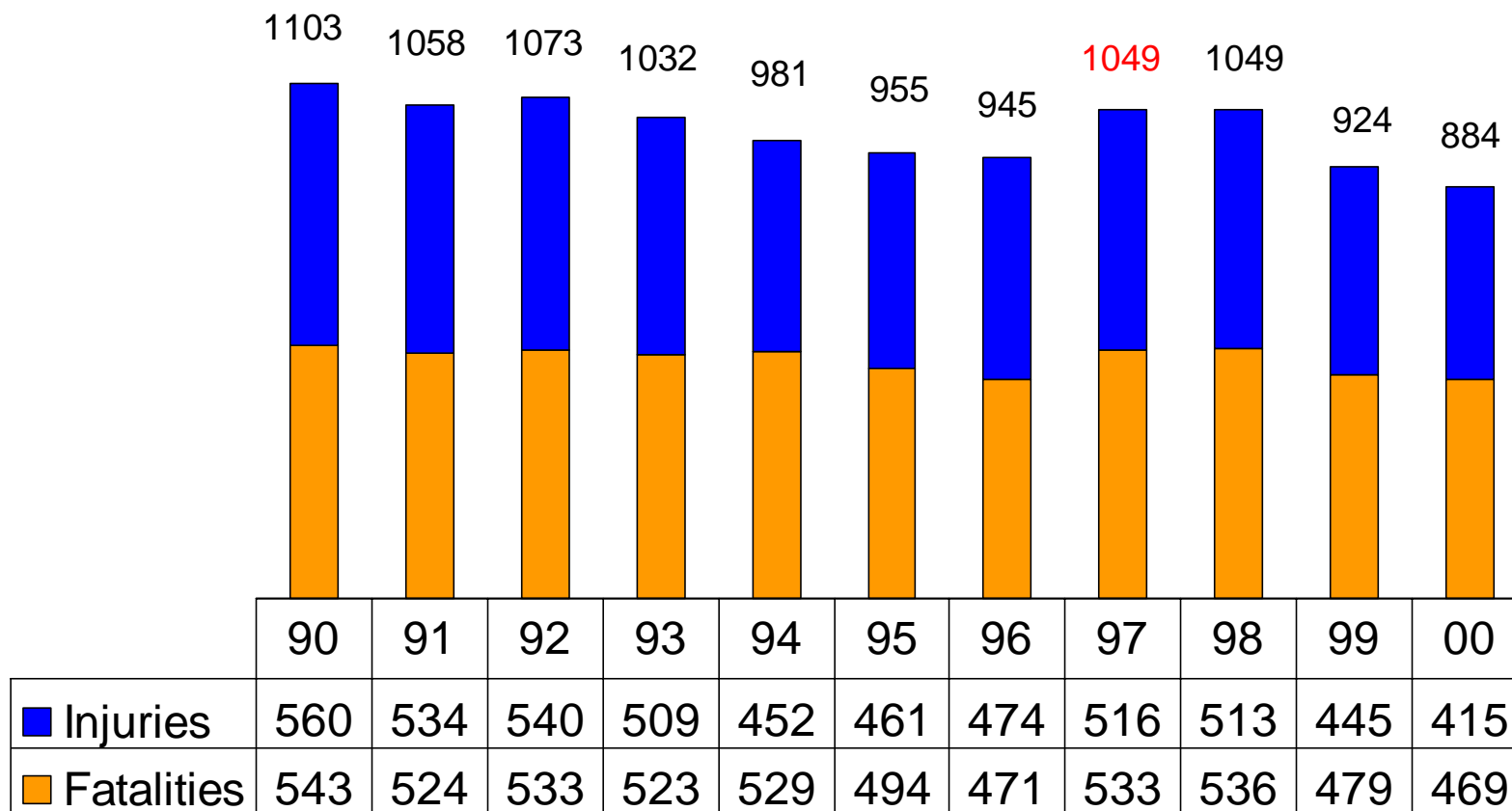
## 1998 - 2000

Device	% Collisions	% Crossings
Gates	25.3%	22.1%
Flashing Lights	23.0%	17.4%
STOP Signs	10.6%	7.5%
Crossbucks	37.1%	46.0%

## 15 States With Most Fatalities At Crossings in 2000



# Trespasser Casualties





## Comparison – 00 to 01

	2000	2001	% Change
GX Incidents	3108	2934	-5.3
GX Fatalities	395	368	-6.8
Trespass Fatalities	432	462	6.9



# Safety Advisory 2002-01

- Address the importance of clear, precise, unambiguous railroad safety procedures
- Ensure the safety of highway-rail grade crossing warning systems or wayside signal systems that are temporarily removed from service for
- purposes of testing, inspection or repair.





# Background

- FRA requires “fail safe” operation
- Several serious highway-rail grade crossing collisions and numerous false proceed signal failures have occurred in the past three years due to human error failures.
- Total number is very small but even 1 is too many.



# FRA's Concern

- Failure to properly notify approaching trains that grade crossing warning devices or wayside signal systems have been temporarily removed from service
- Failure to properly restore these safety systems back into service.
- Last 3 years – 5 serious crossing collisions of these nature



# FRA Recommendation

- Establish instructions for the temporary deactivation of signals that
  - How to authorize
  - Who can authorize
  - Protocols for notification
  - Methods for safe train movements
  - Operational testing after work
  - Notifying that work is complete and signals back in service



# FRA Recommendation

- Provide periodic training on protocol
- Issued Jan. 16, 2002



# Updates

- Train horn rule
- Potential reflector rule
  - Benefit-cost study into Federal Register (Oct. 26, 2001)
  - FRA-1999-6689, Notice No. 2]
- Technical Working Group report
- High Risk Crossing in Each State